

state highways numbers 42 and 43 (28) ^{now No.} from Marlinton to Green Bank. This material can be readily handled by steam shovels. When spread upon the road, scraping to keep the surface smooth is the only treatment necessary while the finer particles of clay, sand, silt and lime that are present form an excellent binder under the weight of traffic. In the second year a coating of asphalt mixed with lime can be put on and a very good hard surfaced road is the result.

GRAVEL--

River and creek gravel is often used to improve muddy roads of secondary importance, where paved roads would be too expensive to maintain. Usually a good grade of gravel can be secured for aggregate for concrete paving, bridge abutments, and concrete structures in general.

SAND--

Sand needed for masonry and concrete can be found along the streams.

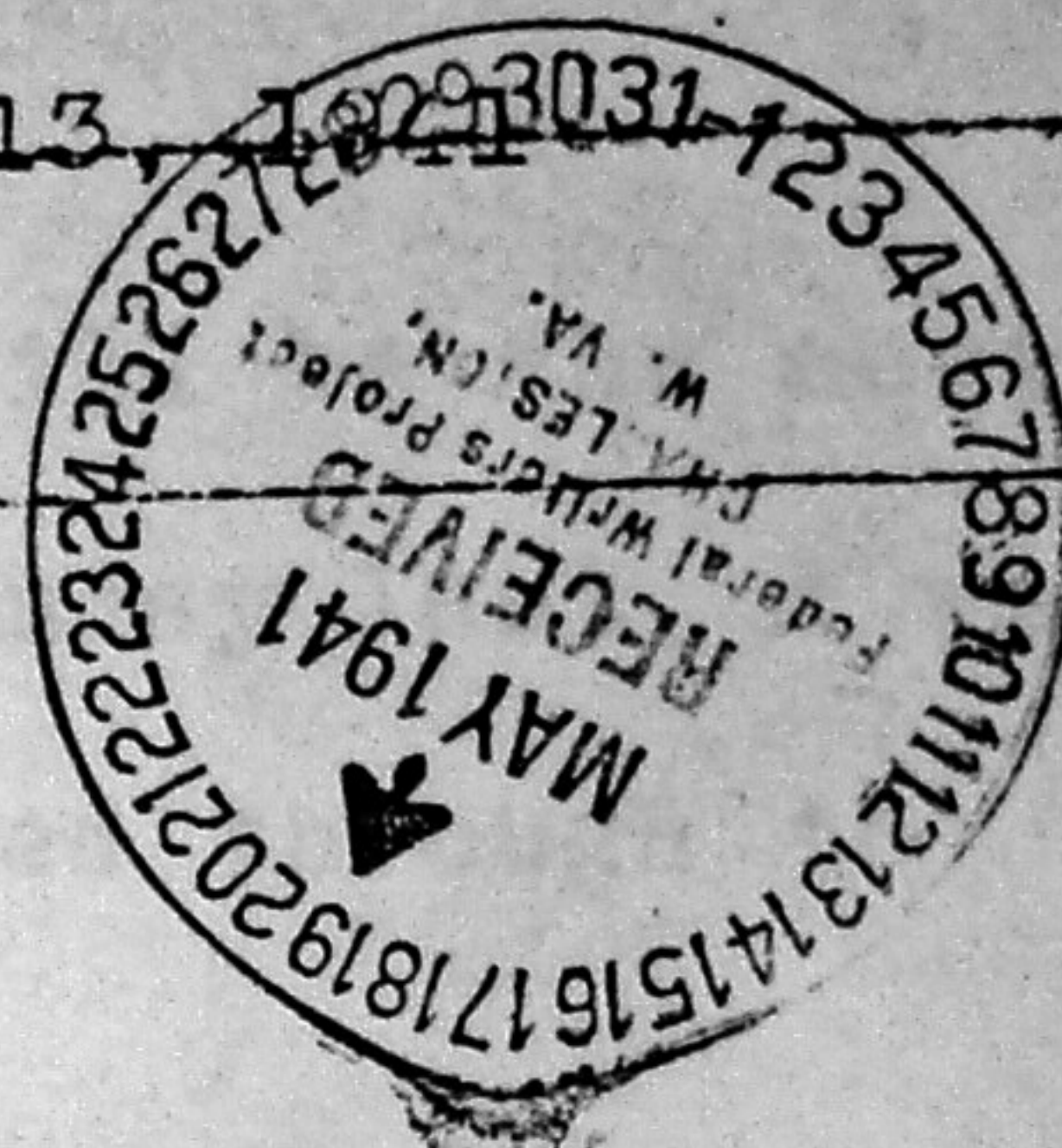
In addition to these materials there are numerous sandstones as well as arenaceous and calcareous shales that are often used on the local roads to improve their condition.

From--W. Va. Geological Survey--Price---1929

West Virginia Writers' Project
RESEARCH IDENTIFICATION REPORT

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Pocahontas Times



State Route 39

(From Strollers Column in the Charleston Daily Mail)

Dear Stroller,

I want to tell you about what I think will be the most magnificent highway in West Virginia. On Sunday last, I went over part of state route 39, now being shoved through to completion between Richwood and Marlinton.

For 27 miles over the mountains (an eight-mile strip yet to be completed to link construction on both ends) this new highway will wind through the Monongahela National Forest. It's the sort of wilderness where the more intrepid huntsman can still hunt black bear, ruffed grouse whirr up from a thousand coverts, in the tumbling streams of the area trout leap high; and not so long ago woodsmen shot and killed a wolf there.

Prison labor is making the highway possible and, although I dare say there are not many civil engineers among the prisoners, the direction of their labor must be of the best. The grade of the road is extremely gentle and wide shoulders have been built.

This latter feature, I am told, is because of 39's designation as a military highway. So, at least wars and mainly rumors of war have some lasting advantages.

Economically speaking, the new link will bring Washington, D. C., about 70 miles closer to Charleston and similar points. It will mean that Marlinton, hitherto aloofly located in some of the grandest mountain country in the nation, can

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establish industrial relations with the remainder of west
virginia, and not have to turn to Virginia to do its shopping.

(From Pocahontas Times May, 8, 1941- E. C. Eagle)

I have had the pleasure of traveling most of the highways of
the State; and I have also traveled over all of the territory
covered by this route between Marlinton and Richwood; and I
do regard it as one of the most picturesque routes in all this
state.

I have recently visited this road both from the eastern
and western entrance; and I was delighted to note the progress
being made. I understand it will be completed this season.

I am a native of Pocahontas County and spent a great
deal of my time as a boy in the great forest at and near through
which this road is passing. My father's farm was the last farm
bordering on the vast wilderness known as the "West Virginia
wilderness" then known only to the daring hunter and fisherman.

In my humble judgment, this road, when completed, will
add more to the tourist traffic than any road in the state.

Most of this wilderness is as wild and unknown as
the jungles of Africa.

Our State Flower, the rhododendron, fills the hills
and gorges along this route and will be a source of delight
to the traveler coming that way. The road will pass by the
Cherry Glades, and near the Cranberry Glades, one of the
greatest curiosities south of the Arctic circle. I have seen
frost cover these glades in mid summer.